



## Entertainments.

## Special Circus Notice!

In consequence of the inclement weather and the CHARITABLE CONCERT taking place THURSDAY EVENING, 28th, the OPENING NIGHT of the CIRCUS has been POSTPONED till

TO-DAY, 29th June, When the GRAND FASHIONABLE OPENING PERFORMANCE will take place.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS, ESTABLISHED IN AUSTRALIA IN 1859.

THE DARING AND FEARLESS SIX HORSES ACT, (Barrebacked.)

MAGNIFICENT MONKEY EQUESTRIAN who performs with all the agility of a human being.

CLowns that are CLOWNS (32).

THE BEAU IDEAL OF EQUESTRIANS (MALE AND FEMALE).

THE GREATEST JUMPING PONY IN THE WORLD.

A COMPLETE TRouPE OF JAPANESE (Sober in Number).

These Artists are the Elite of their Profession.

Private Boxes and Single Seats may be reserved at MEASSE, KELLY & WALSH, LTD.

PRICE OF ADMISSION.

Private Boxes containing Six Chairs \$12.00

Dress Circle Chairs 2.00

Stalls (Carpeted Seats) 1.00

Pit 50

Children under 12 years of age Half-prices to all parts of the Circus.

Naval and Military in Uniform Half-prices to all parts of the house, except to Private Boxes.

ROBT. LOVE, General Agent.

Hongkong, June 29, 1888. 1055

THEATRE ROYAL, CITY HALL.

TO-MORROW EVENING, the 30th June, 1888.

WASH. NORTON'S FAMOUS WORLD OF WONDERS.

EXTRA GRAND PERFORMANCE AND

COMPLIMENTARY BENEFIT TENDED TO THE PUBLIC'S FAVOURITES

THE HARVEY BROTHERS (WILLIAM & CHARLES).

HONORARY MEMBERS OF THE

GREAT WORLD CIRCUS who will for the FIRST TIME introduce their HIGHLY TRAINED AND INTELLIGENT ANIMAL THE BLONDIN DONKEY.

Tis not in Mortals to command success, But we'll do more, endeavour to deserve it.

A MONSTER PROGRAMME! NOVELTIES! NOVELTIES!

FUN WITHOUT VULGARITY!

MUSIC EXTRAORDINARY!!

MYSTERY UNEXPLAINABLE!!!

POSITIVELY LAST PERFORMA NCE BUT ONE.

Prices of Admission: Dress Circle and Stalls \$2.00. Pit \$1.00.

Seats can be secured at MEASSE, KELLY & WALSH, LTD.

Doors Open at 8.30 p.m.

Performance Commences at 9 o'clock.

CHAS. DERMER, General Agent.

Hongkong, June 29, 1888. 1061

## Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VORSTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITZEL'S LANTERN AND OTHER COMPASSES, ADMIRALTY IMRAT CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE. Christie & Co.'s ELECTRO-PLATEDWARE. GOLD & SILVER JEWELLERY in great variety.

DIAMONDS

— AND — DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices 742

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist,

(FORMERLY ASTROLOGIC APPRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers, No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Soil Address

2, DUDDELL STREET,

(Next to the New Oriental Bank.) Hongkong, January 12, 1886. 66

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

China Mail Office.

## Intimations.

## Chinese Imperial Government Silver Loan of 1884.

LOAN B.

FIRST DRAWING.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

Agents Issuing the Loan,

W. H. GASKELL,

Acting Chief Accountant.

CHINESE IMPERIAL GOVERNMENT SILVER LOAN OF 1884,

LOAN B.

THE INTEREST due on the 30th day of June current, on the above LOAN, together with the BONDS DRAWN for Redemption, will be PAID AT THE OFFICES of this Corporation on and after that date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

Agents Issuing the Loan,

W. H. GASKELL,

Acting Chief Accountant.

Hongkong, 10th May, 1888.

## Intimations.

## Peninsular &amp; Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICES

TO

LONDON VIA MARSEILLES

FROM

JAPAN AND CHINA.

ON the 19th May, at Noon, and four-

nightly thereafter, until further

Notice, the Company will maintain a

DIRECT SERVICE between HONG-

KONG and LONDON, VIA MAR-

SEILLES.

This improved service will abolish all

Transhipments, and it is intended that

it shall maintain a high reputation for quiet

travel, careful delivery of cargo, and for

passenger accommodation and cuisine.

The attention of passengers is specially

called to the greatly improved Second-

saloon accommodation and attendance.

E. L. WOODIN,

Superintendent.

Hongkong, May 8, 1888. 754

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at three rates

for CHIEFOO, TIENTSIN, NEW-

CHENG, HANKOW and Ports on

the YANGTSEK.)

The Co.'s Steamship

Kutsang, Captain SLEISSER, will be

despatched as above at

3 p.m. TO-MORROW, the 30th Instant.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

General Managers.

Hongkong, June 29, 1888. 1075

CLEARED.

4 a.m., for Hoilow and Pakhoi.

PASSENGERS.

ARRIVED.

Per Nepaul, from Shanghai, Mr and Mrs

T. W. Duff and 4 children, Messrs Clark,

Stuart, G. Glenday, Wring Bon, and 9 Chi-

neses.

Per Decima, from Bangkok, 51 Chinese.

Per Ningpo, from Shanghai, 14 Chinese.

Per Daphne, from Hamburg, &c., Mr

Griffith, and 270 Chinese.

Per Ajaz, from Singapore, &c., Mr J.

Stevens, and 100 Chinese.

DEPARTURES.

Juno 29.—

Beulay, for Nagasaki.

Generchy, for Singapore and London.

Yikang, for Chefoo and Tientsin.

Vorwerts, for Hoilow and Tournon.

Angers, for Foochow.

Bantam, for Saigon.

Dehary, for Saigon.

DEPARTED.

Per Actis, for Hoilow and Pakhoi.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

General Managers.

Hongkong, June 29, 1888. 1076

FOR SHANGHAI.

The Steamship

Peking, Captain G. HEUERMANN, will be

despatched for the above Port TO-MORROW, the 30th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, June 29, 1888. 1077

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

The Steamship

Memphis, Captain H. E. HEUERMANN, will be

despatched for the above Ports on MONDAY, the 2nd July, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, June 29, 1888. 1078

SHIPPING REPORTS.

The German steamer Decima reports:

Fine weather all throughout.

The German steamer Ningpo reports:

Had fresh S.E. light winds and rainy weather to Turnabout; from there to port light S.W. winds and fine weather.

The German steamer Daphne reports:

General Martínez Campos, Governor of Novoël Castillo, Senior Sagastiz, the Premier, is reforming the ministry.

**THE CZAR COMPLAISANT.**  
St. Petersburg, June 11.—The Czar has renounced the idea of visiting Central Asia in order to avoid exciting the comment which his visit would provoke in England.

**THE SERIOUS FALL IN EX-  
CHANGE.**

A telegram to the *Pioneer* states that Lord Cross has asked the Royal Commissioners on Currency what remedy they suggest in view of the present serious fall in exchange; he himself favours a gold standard for India.

**THE POSITION OF THE EXECU-  
TIVE IN INDIA.**

Lord Lansdowne is reported as about to point out that the position of the Executive in India must become impossible, unless the international agreement as to the future employment of silver in Europe and America receives the support of England.

**LOCAL AND GENERAL.**

**PASSED SUER CANAL.**  
OUTWARD BOUND.—Despatch, April 13; *Repusa*, William Burkitt, May 1; *Marshall*, 11; *Amphytrite*, 18; *Red Sea*, *Kronprinz Friedrich Wilhelm*, 25; *Lord of the Isles*, Chancellor, June 1; *Leicester*, Arabic, 8; *Achiclas*, Diamond, Gem, 12; *Amphytrite*, *Glenar*, Carmarthenshire, Hampshire, Polymathia, 15; *Sardona*, Preussen, 19; *Glencrus*, Glenann, Westmarch, 26.

**HOMEWARD BOUND.—** *Stenter*, May 8; *Claymore*, 15; *Jason*, 25; *Dardanus*, Olympia, 29; *Glenlyon*, Melbourne, Decatur, Ivernia, June 5; *Euphrates*, 8; *Mosser*, 12; *Moyne*, Iphigenia, 15; *Axa*, Glenlyon, 19; *Brenzie*, Friar, Strathmore, 23; *Menelaus*, Atenauer, *Prigia*, 26.

The steamship *Prigia*, with the French MAIL of June 2nd, was to leave Singapore on Wednesday, 27th June, at 5 p.m., and may be expected here on or about Wednesday, the 4th July. This packet brings replies to letters despatched from Hongkong on April 25.

The O. S. S. Co.'s steamer *Ajaz*, from Liverpool, left Singapore on the 24th inst., and may be expected here on or about the 30th inst.

The s. *Twid*, from Liverpool, &c., left Singapore on the 24th instant, and may be expected here on or about the 30th inst.

The P. & O. Co.'s steamer *Lombardy*, from Bombay, left Singapore for this port on the 26th June, at 8 a.m., and may be expected here on or about the 1st July. The Union Line steamer *Lord of the Isles*, from New York, left Singapore on the 25th inst., and may be expected here on or about the 2nd July.

The steamer *Mount Sinai* left Singapore on the 28th June, and may be expected here on or about the 4th July.

The P. & O. Co.'s steamer *Khara* left Bombay for Hongkong on the 23rd June.

The owner of a passage-boat was brought before Mr Sercombe Smith in the Police Court to-day and fined \$10, with the alternative of 14 days' imprisonment, for landing two cattle at Kowloon Point, the landing of cattle at that place being prohibited.

**CHOLERA**, or choleric diarrhoea, which was so prevalent in Victoria Gaol a short time ago, but recently appeared to have been stamped out, has again made its appearance among the prisoners, four fresh cases having been reported to-day.

Four chair-coolies lately in the employment of Mr James Cramp, of the Public Works Department, were brought before Mr Wodehouse in the Police Court to-day, on remand, charged with refusing to obey lawful orders. The disobedience, as was stated before, consisted in their refusing to carry bath water. His Worship fined the first prisoner, who seemed to be the leader of the rebellion, \$2, with the alternative of 7 days' imprisonment, the others being fined \$1 with the option of three days' imprisonment.

A FATAL accident occurred this morning in connection with building operations now going on at the Hongkong Hotel. Four coolies were engaged carrying a large stone over a scaffolding, when the structure gave way and the men were precipitated to the ground. One of the coolies was killed by the fall and two of the others sustained such injuries as necessitated their removal to Hospital. The Government Inspector of Buildings has been asked by Mr Wodehouse, Police Magistrate, to make a report on the construction and stability of the scaffolding which fell.

THE concert given last night in the Lusitano Club, in aid of the sufferers through the burning of the Theatre Baquet at Oporto, was largely attended, as it deserved to be, and it is satisfactory to know that the promoters will consequently be able to devote a substantial sum to the good object they had in view. In spite of the heat, which was aggravated a good deal by the crowded state of the fine concert-room at the Club, the entertainment was very enjoyable. The programme was a varied and interesting one, and the performers, among whom were included most of the well-known local amateurs, acquitted themselves creditably. Mr Cattaneo, as director of the concert was, of course, a tower of strength, and for the success with which the programme was carried through a good deal of credit is due to him. For a concert at this season the programme might perhaps judiciously have been made shorter, but the variety of its numbers, vocal and instrumental, saved it from becoming tiresome. The band of the 88th Regiment played an overture to each part of the programme, two numbers that could not well be spared. The concert, we are informed, was got up by the editor of the *Extremo Oriente*, and he requests us to convey his thanks to the ladies and gentlemen amateurs who so kindly contributed to the success of the concert.

We understand that H. E. the Governor has intimated his intention of consulting the unofficial members of Council on the subject of the Opium Farm. This is, as it should be, and we are glad that His Excellency is ready to take the good advice which he is certain to receive.

**THE result of the discussion on Mr Morley's** vote of censure will doubtless give new strength to Lord Salisbury's Government. It is not an easy task that the Premier has to conciliate the different factions of which his majority is made up. He had to bring in a very radical Local Government Bill, and since its introduction, he has had to make concessions that cannot have been pleasing to the old-school Conservatives. His last concession especially—the concessions to the teetotalers with regard to the proposed compensation to publicans whose licences were taken from them by the new Bill—must have been a bitter pill for some of his followers. It was doubtless certain signs of mutiny in the party, on this and other grounds, that led to the recent Conservative meeting at which Lord Salisbury threatened to dissolve if the party were not united. He has now got what practically amounts to a vote of confidence on the great question which divides him from his opponents, passed by a substantial majority in the House of Commons, and will no doubt feel justified in pursuing his work without appealing now to the country. However, as other questions besides Irish ones crop up, he cannot fail to find increasing difficulty in keeping the different sections together; and it is not impossible that someday the majority of 89 may melt away, more particularly if a series of disastrous elections like the recent one at Southampton occur to damp the ardour of his auxiliaries. The recent division may be considered a fair index of the strength of the parties at the present moment. It was taken in an almost full house, 635 out of the 670 members being present. The Government majority has dwindled a little since the election of 1886, when it was about 120, but the loss is not much greater than many a popular Government has sustained during the first two years of its existence. The success of Lord Salisbury's foreign administration is admitted even by his opponents, and if he can only accomplish the by-no-means easy task of conciliating both the old Conservatives and the Radical Unionists on the innumerable questions of Home policy that are set to crop up, a division may be averted for a year or two. What will be the verdict of the country when a dissolution comes, it is difficult to say. Some of the constituents of the 25th inst. are getting tired of the Irish question always blocking the way, and it is quite possible the country may give *Plunkett* to the party that holds out hopes of settling the matter in some way short of separation.

We learn from the *Christian World* that the Rev. Griffith John, of Hawick, was elected Chairman of the Congregational Union of England, at the meeting of that body in May last. Mr John not being, as the rule requires, a member of a church connected with the Union, that rule was, on motion put, waived in his favour, and the vote was earnestly expressed that he would come over from China to give his brethren the benefit of his stimulating thoughts and works. Next year is his year of legal leave of absence from China.—*N. C. Daily News*.

The following paragraphs with regard to the United States flagship *Juniper* appear in the *N. C. Daily News*—

In consequence of reports of trouble in Corea, the destination of the U. S. S. *Juniper* has been changed, and she has been ordered by the Admiral to proceed at once to Shanghai.

The U. S. S. *Juniper* left hurriedly for Shanghai on Thursday (21st inst.) at 9.30 p.m. in charge of Captain Popp, pilot. She must have hugged the Pouting shore unusually close after passing Black Point, in order to make a line for the ship channel past Gough Island, for she went hard and fast ashore just above the Kajao Creek. She is within a ship's length of, and parallel to, the bank, and is so firmly embedded in the mud, that she hardly lists at all low water. Two boat-loads were at work at her yesterday, but only succeeded in pulling away some of her woodwork, and we hear that the whole force of the Tugboat Association is to be employed on her, and will no doubt succeed in getting her off with the coming spring tides.

We are glad to know that the U. S. S. *Juniper* got off the mud safely with the tide on Friday night, and proceeded to sea.

Yours faithfully,  
C. P. CHATER.

**CORRESPONDENCE.**

**THE PRAYA RECLAMATION.**

To the Editor of the 'CHINA MAIL.'

Hongkong, 29th June, 1888.

Sir.—The Hongkong Government have directed my attention to the following slight errors in the letter dated the 23rd instant:

In para 7—"owners of the foreshore, should read 'owner of frontage'."

In para 9—"so important as to outweigh, should read 'of such importance as to outweigh'."

Kindly notify these corrections in your next issue, and oblige.

Yours faithfully,  
C. P. CHATER.

**THE CHARGES AGAINST THE CREW  
OF THE CHILDWALL.**

The hearing of this case was resumed by Mr Sercombe Smith at the Magistracy this afternoon.

The Magistrate said he must now ask Mr Wilson what charge or charges he now elected to go upon.

Mr Wilson said he elected to go upon the charge of combined refusal of duty in this case, and he should afterwards proceed against the other men, each on the separate charge which he had enumerated.

His Worship said that was the only way of proceeding with the case.

Mr Wilson said he quite understood that, but he thought it would be much the worse for the defendants in the long run.

His Worship said the charge of combined refusal of duty would not affect Rumbuck, as he had been in confinement all the time.

Mr Wilson said he charged Rumbuck at once with committing a murderous assault on the second mate and also with the other charges which had been enumerated against him.

Mr Wilson said he understood that there were now 14 prisoners before his Worship charged with combined refusal of duty, whereby the ship and the lives of those on board were endangered. It would be for his Worship to decide whether he should deal with the charge as a matter under his own jurisdiction (in which case he could send the defendants to prison for a period not exceeding 12 weeks), or whether he should deal with it as an indictable offence and commit the men for trial at the Supreme Court. If the former he should have something to say on behalf of the prisoners, while in the latter event

he should in all probability advise the pri-

sonors to reserve their defences.

Mr Wilson said so far as the prosecution

were concerned they should prefer that the charge should be dealt with in a summary manner, but would ask His Worship to create a little revenue out of their would be teachers.—B. J.

brought forth much fruit, and if they will only be a little suspicious of their converts, and watch them more before receiving them into the church, they will find not a few them over head and ears in a schism to create the most the fullest penalty with hindrance.

His Worship, however, was not bound to tell Mr Dennis what he proposed to do.

His Worship said he thought it would be best to decide the case in this Court.

Mr Dennis said he would then submit to the court the evidence that these men were not justified in refusing to obey lawful orders, or orders that would have been lawful under ordinary circumstances.

By the evidence it was shown that the ship was lost on shore. By one witness she was stated to have been on a coral reef, by another that she was on the shore on the island of Banks, while the chief officer said she was aground on Round Island near the island of Banks.

From all the statements it appeared that at all events the ship was on shore from early in the morning until the evening.

The carpenter also told his Worship that he made some remark with reference to the river, although the ship was not leaking at the time. He said 'the river is started in any way it will soon show.' Considering that the vessel was on shore for such a length of time and the bottom was entirely unknown he thought it was perfectly reasonable that these men before crossing the Pacific and going on the long voyage between here and San Francisco should want to know whether she was safe or not. Another reason was undoubtedly the way in which the men at Balson and Rumbuck were being treated.

Mr Wilson contended that the charge of combined refusal of duty had been properly proved against the prisoners, and he asked

His Worship to have the men at Balson and Rumbuck released.

The prisoner Wm. Rumbuck was then put in the dock along on the charge of

murder.

His Worship said he had a pair of arms

which he had a pair of arms, the character 'horn' is made up of 'sword' and 'axe'.

All the words lack apparently,

for our poor friend who has done more

than merely to dream he had them on his

head.—*Hu Pao*.—*N. C. Daily News*, trans-

lated.

They killed it with an iron boat-hook, and the country people dragged it out, and saw that it had a sort of long board growing from its under jaw.—*Hu Pao*.

[A snake 16 feet long was actually killed in the summer of 1877.]

The *Hu Pao* says there has been a frightful mortality among the soldiers employed as navvies in making the Railway in North Formosa. Always unhealthy, the jungle has been exceptionally so this year owing to the heavy and continuous rains, and the violent alternations of heat and cold.

A terrible murder has occurred at Peiping. A husband in a fit of rage at some unbecoming conduct on the part of his wife, the poor woman being crazy, killed his wife into infinite pain and scattered them in different parts of Peiping. His next brother became a Roman Catholic, and now the third brother is *Lord James*. His sister, Lady Florence Dixie, is an equally dare-devil steampilot, a world-wide traveller and a writer, and the friend and advocate of *Catseye*.

According to the Buddhist doctrine of *Yin* and *Yang*, in the theory that our condition in this life depends upon our conduct in a previous state of existence, we hear that in India, or the unseen world, there are hawks with cow's heads and horses' faces, who have no doubt become more and more brutal in successive lives here, until they have culminated in this fashion. In the *Tai Puk Kai* (Great North Street), Canton, a new development has come to light, in the person of a man in the native police force whose head has suddenly sprouted into two horns, just like that of a calf. At the time of the Three Kingdoms, (about 230 A.D.), calamity was foretold to one who dreamt he had a pair of horns, or the character 'horn' is made up of 'sword' and 'axe'.

All the words lack apparently, for our poor friend who has done more than merely to dream he had them on his head.—*Hu Pao*.

The *Chinkiang* Athletic Club appears to be in full swing. Cricket, tennis, and rowing is the order of the day. A cricket match is to take place as soon as the *Cock-chaser* arrives from up the river. The Club has already acquired two four-oar outriggers, and the two crews appear to be very formidable, and contemptuously challenging a crack four at Shanghai at the Autumn Meeting. Godown, appear to have had their day at Chinkiang.

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STEAM FOR  
SINGAPORE, PENANG,  
ADEN, PORT SAID, MALTA,  
GIBRALTAR, BUNDE, PLYMOUTH,  
AND LONDON;

ABD,  
MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, TRIESTE,  
LIEGE, NEW YORK AND  
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steam-ship  
NEPAL, Captain S. F. Cole, with  
Her Majesty's Mails, will be despatched  
from this for LONDON direct, via SUEZ  
CANAL and usual PORTS of Call, on  
SATURDAY, 30th June, at Noon.

Cargo will be received on board until  
4 p.m.

Parcels and Specie (Gold) at the Office

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-

GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are

required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Bills of Lading.

Passengers desirous of inquiring their bag-

gage can do so on application at the Com-

pany's Office.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, June 19, 1888. 1007

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY  
OF PEKING will be despatched  
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TUESDAY, the 3rd Proximo, at 3 p.m.,  
taking Passengers and Freight for Japan,  
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Ports, to San Francisco, to Atlantic and  
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land Railways, to Havana, Trinidad, and  
Domeca, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all trans-  
-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco ..... \$200.00

To San Francisco and return, } 350.00  
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To Liverpool ..... 325.00

To London ..... 330.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 28, 1888. 1007

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### Mails.

#### Occidental & Oriental Steam- Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship ARABIC will be  
despatched for San Francisco, via  
Yokohama, on TUESDAY, the 10th July,  
at 3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ..... \$200.00

To San Francisco and return, } 350.00  
available for 6 months.

To Liverpool ..... 325.00

To London ..... 330.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 21, 1888. 1021

#### CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA,  
3,651 Tons Register, Lee, Com-  
mander, will be despatched for VAN-  
COUVER, R.C., and SAN FRANCISCO,  
via KOBE and YOKOHAMA, on TUES-  
DAY, the 10th July, at 3 p.m.

To be followed by the S.S. \* \* \* \* \*  
on the 2nd August, and the BATAVIA,  
on the 23rd August.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
points, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco ..... 170.00

To all common points in Can- } 230.00  
ada and the United States } 230.00

To Liverpool ..... 300.00

To London ..... 305.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages should be received at the Office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Offices in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 28, 1888. 1007

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#### SHARE LIST.—QUOTATIONS.

JUNE 29, 1888.

Stocks. Nos. of Shares  
Value. Paid up. Position for last Report  
Reserve. Balance of Fund  
Last Dividends. Closing Quotations,  
Cash.

BANKS.

Hongkong and Shanghai Bank Corp. 60,000 \$ 120 all \$ 3,900,000 \$ 20,903.51 at 30% for 3 years  
\$161 1/2 prom. to Dec. 31/87.

INSURANCES.

North-China Insurance Co., Ltd. 5,000 £ 200 £ 31. Ts. 109,000 £ 406,132.00  
1886

Yangtze Insurance Company, Ltd. 8,000 £ 25 all £ 50,000 £ 314,012.96 26% 1886

Union Insurance Society Co., Ltd. 10,600 \$ 250 all 25 \$ 675,000 \$ 280,000

China Traders' Insurance Co., Ltd. 24,000 \$ 83.50 25 25 \$ 600,000 \$ 245,204.04 20% 1886

Carson Insurance Office Co., Ltd. 10,000 \$ 250 all 25 \$ 230,000 \$ 429,357.96 10% for 1887

Chinese Insurance Co., Limited. 1,500 \$ 100 25 25 \$ 28,711.50 28% for 1886

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 all 25 \$ 1,631,486.30 25% for 1886

Chiu Fire Insurance Co., Ltd. 20,000 \$ 100 25 25 \$ 650,000 \$ 204,000.90 \$ 0 for 1886

Singapore Insurance Company, Ltd. 40,000 \$ 100 25 25 \$ 1,000,000 \$ 0 for 1886

The Straits Fire Insurance Co., Ltd. 20,000 \$ 100 25 25 \$ 70,432.50 25% for 1886

The Straits Insurance Co., Ltd. 30,000 \$ 100 25 25 \$ 75,832.50 25% for 1886

STEAMBOAT COMPANIES.

H.K. & M. Steamboat Co., Ltd. 40,000 \$ 20 all 25 \$ 10,000,32 10% for 1887 34% prem., cash

Douglas Steamboat Co., Limited. 20,000 \$ 50 all 25 \$ 120,000 \$ 115,15 8% \$ 54

Iodo-China S. N. Company, Limited. 5,387 1/2 10 1/2 10 1/2 4,387.50 5% for 1886/7 10% div. sellers

China and Manilla S. S. Co., Ltd. 3,594 \$ 50 all \$ 10,000 \$ 18.50 6% 362 per share, buyers

MISCELLANEOUS.

H'kong & Whampoa Dock, Co., Ltd. 12,500 \$ 15 all \$ 1,000,32 10% for 1887 34% prem., cash

HK. and China Gas Co., Limited. 5,100 £ 10 all £ 2,177,31.12 £ 1,527,3.12

Hongkong Hotel Company, Ltd. 3,000 £ 100 all £ 100 \$ 678.94

China Sugar Company, Limited. 15,000 \$ 100 all \$ 13,731.55

Hongkong Ice Company, Limited. 5,000 \$ 20 all 25 \$ 429,66 16% for 1887 377 nominal

Luzon Sugar Company, Limited. 7,000 \$ 100 all 25 \$ 123,000.12 None

Perak Sugar Cultivation Co., 5,000 £ 50 all \$ 100 None 18 sellers

Perak Tin, Mining & Smg Co., 5,000 £ 60 all \$ 100 None 311

Purjum & Sungnis Dus Sampan 40,000 \$ 10 all \$ 100 4% prem.

H.K. & Kow. Wharf & Godown Co. 17,000 \$ 100 all \$ 100 4% prem.

H'kong Rep. Manufactory Co., Ltd. 3,000 £ 50 all \$ 100 4% prem.

A. S. Watson & Co., Limited. 3,800 \$ 100 all \$ 20,000 \$ 411.47 13% for 1887 30% prem., sales

H.K. High Level Tramways Co., Ltd. 1,250 \$ 100 50 \$ 100 250% prem.

Societe Francaise de Charbonnages du Tonkin. 8,000 Fcs. 500 Fcs. 500 \$ 100

LOANS.

Chinese Imperial 1884 £ 5,568 \$ 500 all 8% yearly, 30 June

1884 £ 518 \$ 600 all 8% Oct. 15

1885 £ 700,000 £ 250 7% March & Sept.

At debit.

Depreciation and Insurance Fund.

Equivalents of Dividend Fund.

At debit.

### Mails.

#### NORDDEUTSCHER LLOYD.

##### NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA, ANTWERP,  
BREMEN & HAMBURG,